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PROCESSING C

COUNTRY Bulgaria

REPORT

SUBJECT Black Sea Coast (oil prospecting in lake area, road and railroad bridges, naval base, fuel storage, quays in harbor, small shipyard)

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report with [] eight sketches of the Black Sea coastal area. The report, which is keyed to the sketches, describes the area and installations at Vaya lake, Sospol harbor, Michurin harbor, and Burgas harbor. In addition there is general information on Bulgarian coastal ships, length of service in the Navy, coastal artillery, and a mine belt. The following sketches are included:

1. installations on isthmus between Vaya lake and Burgas bay;
2. and 3. location and details of a new naval shore installation at Vaya lake;
4. installations on, and description of the coastal area between Pomorie and Sozopol;
5. description of the coastal area between Sozopol and Michurin;
6. installations at Sozopol harbor;
7. installations at Michurin harbor; and,
8. installations at Burgas harbor.

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Country: Bulgaria
Subject: As indicated in attached list.

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Part V

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Part I

Vaya Lake - Isthmus connecting it with the sea.

I. General

A. Position - Utilization

Vaya Lake is located near Burgas Harbor to the northwest. Currently, the foregoing lake is used as a fishery. For years it is connected with the Black Sea by a narrow passage approximately 3,5-7 meters wide, 200 to 250 meters long and 0,60 meters deep. The Isthmus is fordable along its entire length. Owing to congregation of sea sand and lake silt, the isthmus is frequently blocked completely. Therefore [] the isthmus was dredged to connect both bodies of water by civilian crew which worked for 20 days on the project, using shovels, vehicles and horse driven carts to haul the sand away.

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As stated above, the lake is utilized exclusively as a fishery. Approximately two hundred row boats, a small motor boat (to tow the row boats) and fishing craft are utilized. Vaya Lake is ice bound each winter for at least two months. The entire lake shore is accessible to civilians no restriction being in effect. [] no project was built indicating that the aforementioned lake would be used either as a military or naval base. Likewise the same lake is not used as an airfield for hydroplanes.

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B. Oil prospecting in lake area.

Oil drillings in lake bottom started systematically []. Floating wooden floor platform (dimensions 4 x 4 meters) buoyed by iron barrels are used. Three pyramid shape iron derricks each approximately 5½ to 6 meters high tower over the wooden platform. An aperture for drilling processes is located in the center of the platform.

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Drilling operations manned by a crew of five (four laborers and foreman technician) are continuing systematically. One fourth of the lake bottom was drilled []. Work began from N.E. point of lake shore and is progressing in northerly direction. In Bulgaria, the aforementioned floating platform is known as ISLA VENE ZA GAS.

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II. Isthmus

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Following are definitions of symbols contained in pertinent #1 drawing.

1. Series of bamboo poles, deployed in appropriate manner to entrap the fish coming in from the sea.
2. Cement bridge for vehicles and pedestrians, approximately eight to ten meters long and ten to twelve meters wide. 25X1
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the aforementioned bridge was widened, undergoing a major overhaul by a civilian crew from Stroi Ombintenie. Road deck over the bridge is flanked on both sides by sidewalk approximately $1\frac{1}{2}$ meters wide. The bridge is not guarded. Trund highway to Sizopol, Primorsko, Michurin, Akhtopol goes over the foregoing bridge spanning the strait approximately in the center between the two bodies of water, (i.e., 100 to 110 m. from the lake). Bridge is illuminated by four lamps resting on poles located at the four end points of the bridge.
3. Wooden, one-way railroad bridge, approximately five to six meters long and 2,5 meters wide, flanked on both sides by wooden sidewalk for pedestrians, not being guarded or illuminated, is located approximately 25 meters south of the aforementioned bridge (No. 2). It is used by railroad from Burgas to Akatsite and Koumoulka where miscellaneous industrial plants are located.
4. Cement barrier to stop floating debris coming in from the sea being constructed as follows: Two cement poles arched at the top create a bridge approximately five meters long 0,60 to 0,70 meters wide. Three iron lattices staked into the strait underneath the archway supplement the structure. It is located approximately 30 meters from the sea having been built 25X1
when the above isthmus was blocked by sand and silt.
5. Most narrow part of the isthmus is approximately 30 meters long and approximately 2,5 to 3,5 meters wide.
6. Navigable part of the isthmus for small row boats. It is impossible, even for very small row boats, to proceed beyond this point towards the lake owing to the bamboo poles.
7. Breakwall approximately 110 meters long, built of stone blocks some of which weigh as much as 120 oke. Foundation of breakwater is 3,5 meters wide whereas the top is 0,50 meters.
8. Similar breakwall 70 to 80 meters long. Both breakwalls built 25X1
with stone hauled from the land are intended to prevent future blocking of the isthmus.
9. The shore here is shallow and sandy. The isthmus is deep as much as one meter at the point where it joins the lake and as far as 100 meters in the direction of the sea. Therefore it is not navigable other than to small rowboats. Access to the isthmus area is within bounds to civilians.

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Conclusion.

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[redacted] no project was built in the foregoing area which would intend to facilitate the navy. Leastwise that was the situation until recently [redacted]

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III. Fuel Storage Tanks - Premises - Oil Pipe Lines.

10. Premises of Fuel Storage Tanks are STANDARD. The following sign is painted on the exterior side of one of the storage tanks:

"B.D.M. PETROL" which stands for: BOLGARSKI DARZAVEN MONOPOL PETROL (i.e., Bulgarian State Oil Monopoly.)

Above premises are located approximately 200 meters N.E. from the point where the isthmus joins the Vaya Lake.

- a. Installations include two identical iron storage tanks, approximately 10 meters high and 15 to 20 diameter.
 - b. Three or four smaller iron storage tanks, approximately seven to eight meters high and 3,5 to 4 meters diameter.
 - c. Two one-story structures, approximately 25 meters long, six to seven meters wide, four to five meters high, utilized for fuel storage (in drums). Railroad tracks (single line) is located between the two foregoing structures.
 - d. Railroad line into the aforementioned premises. The same is used also by tanker cars.
 - e. Exterior wall, approximately $2\frac{1}{2}$ meters high. It is approximately 25 meters distance from the lake.
11. Pipe lines (~~marked with blue pencil~~) leading from the South breakwall (point A where also oil cargo is discharged from ships) to fuel storage tanks (10). Route of pipe lines is outlined as follows beginning from the harbor:

Three surface pipe lines are visible along the breakwall between A and B points. The same lines go underground along side the western pier marked between B and C points.

Two iron pipe lines (each diameter 0,30 meters) upon emerging from the ground at point C, go to the storage tanks (i.e., point E). Between point C and E, the two pipe lines are supported above the ground at a height of 0,25 by cement blocks evenly spaced 10 meters from each other. The two pipe lines

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are routed along the shore between C and D points. Many a time the pipes are washed by the waves. Sentry of the Army Border Patrol is located at D point charged with checking fishing permits. D point is located approximately 150 meters from where the isthmus joins the sea. From D point, the pipe lines lead north to approximately 200 meters to reach the premises of the fuel storage tanks. The pipe lines go underneath the Burgas Road (located between D and E). The two pipe lines are not guarded between C and E points. One is used for benzine and the other for mazout.

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a third pipe line would be laid to lead from the foundation of the western pier (point C) to the fuel storage tanks (point E).

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12. Railroad Station GARA VLAZIMIR PAVLOV.

13. Football Stadium known as "LOCOMOTIV".

14. LOCOMOTIV's rowing club DOSO, equipped with four or five rowboats for rowboat races etc., in Vaya Lake.

15. Burgas antiquated slaughter house. For the first time two fishing boats were exclusively built in the foregoing area. One of the fishing boats was launched in the adjacent sea water but sustained damages due to the shoals as a result of which it was dry docked with some difficulty. The other boat was moved (with rolling pins) to C point and subsequently launched.

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16. Chair and furniture plant.

IV. New Naval Ground Installations at Vaya Lake.

building construction began at point A (#2 Drawing) located N.W. of Vaya Lake shore. Though the outside walls are not plastered, the foregoing buildings currently quarter Bulgarian Navy land agencies, located four kilometers from Burgas City Hall on the right side of Burgas-Zangroutovo public highway. The aforementioned naval installations are utilized as benzine warehouse for the navy. Naval installations occupy area approximately 300 x 300 meters, fenced in by barbwire. Herewith are definitions of symbols contained in attached #3 Drawing.

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a. Main gate guarded by armed sailor sentry.

b. Two, large three-story tile roof (French design tiles) structures approximately 30 meters long, eight meters wide and eight meters high. Ground floors of both buildings are used as garage.

c. Exterior barb wire fence.

d. Three, one-story tile roof structures (much smaller than the previously mentioned).

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- e. Area where 200 iron barrels (each containing 250 kilo benzine) were frequently observed. This was verified by odor emitting from the barrels. It is an open area with numerous trees. In summer, the barrels are covered with tarpaulins for shade, the barrels being stacked approximately 20 meters from the barb wire fence, facing the lake.
- f. The distance between the barb wire fence and lake shore (Vaya) is approximately 15 meters. There is also a path used by pedestrians.
- g. Two sentry boxes within the barb wire enclosure facing the lake are located here. Sentries are assisted by four or five police dogs. Usually sentries check destination of pedestrians using (f) path. They are armed with tommy guns (SMATSER TYPE). They are not Russian made inasmuch as the type used by the sentries have a magazine of 32 rounds contrary to the Russian model with barrel.
- h. Subterranean cavity built of cement is located 60 meters within the barb wire fence facing the lake. Desing is visible by pedestrians using (f) path as to estimate that aforementioned subterranean cavity is approximately four meters wide and 0,60 meters high, the top being camouflaged by scrub. Approximately ten trucks, (Russian ZIZ type) of 2½ to 3 ton capacity, have been observed parked on the premises presumably used by the foregoing navy agency. Two Russian type jeeps have likewise been observed.

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It is estimated that the aforementioned agency is staffed by 150 men (sailors). The ribbon cap worn by them indicates G7 FLOT (BULGARSKI TSEKNO MOVSKI FLOT - i.e., Bulgarian Sea Navy). Insignia of top ranking officer observed at the foregoing Navy Agency consisted of three gold stars with three gold stripes inlaid at the cuff. Approximately 15 officers with one or two gold stars with equivalent stripes were likewise observed.



Part II

Ankhelu (Pomori) Burgas - Sozopol Coast Area.

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1. Until 1956, no installations, either navy or military existed here; a sandy shore to which it is permissible to land from the sea. 30 to 40 men wearing army uniforms landed at A point during maneuvers. The landing craft approached the shore and released the landing flap door, letting out the men who waded knee deep before they reached the shore, hurling hand grenades towards the shore. No planes or other army or navy contingents participated in the foregoing maneuvers, each maneuver beginning at approximately 1430 hours and terminating two hours later.
2. Antiquated iron bridge known as PONTA, approximately 25 meters long, seven meters wide. It does not permit vehicles to cross it simultaneously from two opposite

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directions. No railroad crosses it. Though the bridge is not guarded, identity check is conducted at this point by Army Border Patrols.

3. Lagoon. No installations either army or navy exists here. Area is permissible for fishing. 25X1
 4. Area within bounds to all. No army or navy installations exist here. 25X1
 5. [redacted] POROS PT. known by local inhabitants as KAFKA-BURUN CAPE. Area here is strictly off limits, no craft being allowed to approach the shore within a distance of 200 meters. At the far end of the cape there is a fishery, fishermen working there must have special passes. [redacted] muzzles of six artillery guns in sector indicated in A arch. Visible part of artillery gun muzzle was one meter long. Estimated diameter 200 mm. The foregoing guns were placed there in 1955 inasmuch as they were not observed prior to that. [redacted] the guns are presumably mobile [redacted] It cannot be said with certainty whether the foregoing artillery battery comes under MORSKAMERE-GOVA-LATILERIA (i.e., Sea Coast Artillery) or whether it is an army manned unit. Nonetheless, [redacted] two men wearing army uniform were observed bathing in the foregoing area, which is known as DAKOVIE TSIFLIK named after the land owner's name. One two-story structure and two or three smaller buildings are located in the same owned by the aforementioned land owner. 25X1
 6. Free area where no army or navy installations exist.
 7. Stone bridge - known as TSIGENES SKELIA - approximately ten meters long and three meters wide. Two vehicles cannot cross it simultaneously from two opposite directions. It is unguarded. Waters of lagoon are shallow, therefore it is not navigable even to small row boats.
 8. Landing maneuvers have taken place here. [redacted] the site is used only when area 1^a is not available for maneuvers owing to weather conditions. Area is free. 25X1
 9. Free area where no army or navy installations exist. However, it is checked by two men of the Army Border Patrol.
 10. Small harbor where small passenger ship from Burgas approach to debark passengers commuting to MINA ROSEN and SAINT NICHOLAS.
 11. Area strictly off limits where craft is not allowed to approach the shore within distance of 200 meters. Violators are liable to be shot at.
- 22. Barb wire fence segregates restricted area.**

6.2. On top of one of the two heights located in the restricted area, there is a triangular wooden pyramid approximately seven meters high.

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Pyramid foundation consists of three wooden beams, the sides of the pyramid being covered with white washed boards placed transversely. A wooden cross tops the pyramid.

- c. b. Atia village where quarries are located. [] all inhabitants, were evacuated. [] six or seven sailors serving with SKAMBRE GOVA LATILERIA (i.e., M.G., A - Sea Coast Artillery) were seen in Atia village as to deduce that an M.G.A. unit is stationed there. Atia area is difficult to be detected, being camouflaged by its own terrain. 25X1
12. 13. Free area, where no army or navy installations exist. [] a Bulgarian landing craft was noted during noon hour at point A. No activities were noted near or on the craft. 25X1
- 13 14. Cape Akin known by local inhabitants as Bivoulite, a restricted area where no craft is allowed to approach the shore within a distance of 200 meters.
- a. Outpost, square in design constructed of baked adobe bricks (dimensions 4 x 4 meters). Roof is shaped as to create a shed at the north part of the structure. It is an old white-washed structure, occupied by a sentry in navy uniform. It was not verified whether he serves with M.G.A. (i.e., Sea Coast Artillery) or with G. 7 F. (Bulgarian Sea Navy). The sailor sentry is equipped with binoculars.
- b. Barb wire fence segregating restricted area. [] a shepherd was killed upon approaching the aforementioned fence. Cape Akin area is barren (has no trees). [] 25X1
- 14 15. Army border patrol outpost, built on the side of adjacent hill, is located more than 200 meters inland. It is a one-story white structure, approximately 25 meters long and six or seven meters wide, its floor being considerably high from the ground. Approximately ten men detailed under a sergeant are bunked here. Their job is to check the fishermen. The premises of the outpost are fenced in by barb wire. Observation tower considerably elevated from the ground is located near the outpost structure. Sentry armed with Russian type sub machine gun (without barrel) and equipped with powerful binoculars is stationed here.
- 15 16. Free area. No army or navy installations are located here. Owing to rock dumped in the water prior to the war to construct small harbors. The area is dangerous to navigation. The harbor was not ever built but the rocks have dispersed during the years by the sea waves.
- 16 17. CAPE NIKOLO AREA, a restricted area, no craft being allowed to approach the shore within a radius of 200 meters. Three red buoys are submerged in the proximity of the restricted shore. [] men (wearing navy uniform) serving in the aforementioned area come under the jurisdiction of MORSKA BREGOVA ARTILERIA (Sea Coast Artillery). 25X1
- a. Three buoys
- b. Barb wire fence segregating restricted area. Numerous dogs were

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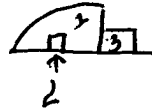
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observed here.

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- c. Cement floor is noted here. It appears - by viewing it from the sea - that it is one meter high above the ground and three to three and a half meters long. No aperture is visible. Sentry armed with rifle holding binoculars, stands before it.
- d. Point where another sailor sentry was observed. He likewise has binoculars armed with rifle. Semi-circular cement structure (dimensions $2\frac{1}{2}$ to 3 meters high and $3\frac{1}{2}$ to 4 meters wide) is located here. Design is depicted herewith.



1a. Small cement structure

1b. Gate

- 3a. Another small cement structure annexed to the aforementioned. (Dimensions approximately two meters long and 1,5 meters wide). No apertures are observed. It is likely that there is a door in back which is not visible from the sea. Both structures have the natural shade of cement. The entire area is barren of trees but owing to the formation of the terrain, nothing is detectable.

18. Free area, no army or navy installation exist here. Shore is checked by Army Border Patrols comprised of two or three men assisted by dogs.

19. Army Border Patrol sentry post. Man on duty has binoculars.

20. Shore that is within bounds to all inasmuch as there is no military project of significance here.

a. Shore is suitable for landing.

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b. Shore is NOT suitable for landing due to shoals.

21. ANASTASIA ISLAND. [redacted] the island was within limits to all, no military project existing here. Structures located here, formerly belonged to the Greek Monastery St. Anastasia. The island has a well containing drinkable water. [redacted]

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[redacted] Recently it was rumored in Burgas, that a tourist hotel would be built on the island.

22. SVETI IVAN ISLAND (MEGALONISI)

[redacted] the aforementioned island was within limits to all which is mostly used by fishermen who go there in autumn to set up fisheries. The island is uninhabited other than the beacon tender, his wife and two children. No military projects, gun emplacements etc., exist here. Beacon is of rotating type, not automatic, illuminated by kerosene supplied by the War Navy. There is also another small building belonging to DRS (Fishing Authority Agency) for the

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facilitation of fishermen landing there. Furthermore, there is a grass hut located on the east side of the island.

22 23. SVETI PETER ISLAND

It is absolutely uninhabited. No military installations exist here.

- 23 24. Isthmus connecting Athanas Geul Lake with the sea. Owing to shoals, the lake is not navigable even to row boats. Salt works exist here.

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- 24 25. Site of abandoned German gun emplacements.

- 25 26. ANKHELU (POMORI) Army Border Patrol sentry post. Man on duty is equipped with binoculars. [redacted] no coastal defense project existed in POMORI.

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- 26 27. No military project in general has been constructed along the entire length of the sea shore from Burgas to AnkheLU (Pomori) which is within limits to all.

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Part IIICoast Area of ~~SOZOPOL~~-PRIMORSKO-MITSURIN Michurin.

Pertinent is #5 Drawing [redacted]

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1. Coast area from south of KOLOKITHES Cape to Saint Thomas Island is not restricted. No military installations existing.
2. Saint Thomas Island is uninhabited, nothing of significance existing here. It is apparent that the island is used for target maneuvers by the Bulgarian Navy as deduced from the following incident. [redacted] Bulgarian coastal launch met five or six fishing row boats three miles south of the aforementioned island which were towed to Zeitin. At the same time, a Bulgarian two funnel destroyer arrived in the proximity of the island and as soon as the fishing boats were towed away, a green rocket was shot followed ten minutes later by artillery firing directed at the island. It is deduced by the din that three or four guns were used. Three or four volleys fired in fast repetition was followed by intermission of 20 to 30 seconds before range started again. The firing maneuvers started approximately at eleven A.M. and were terminated about two hours later. Most of the shells reached the island but many of them fell short dropping in the adjacent sea.
3. Army Border Patrol post staffed approximately by ten to fifteen men. Dogs are used here.
4. Zeitin Cape known by local inhabitants as Maslennos. [redacted] the situation was as follows: Area was restricted, fenced in by barb wire. Approach from the sea was restricted within a radius of 200 meters. Six men of the Army Border Patrol and three or four sailors were seen on the premises. Dogs are used here. Cap ribbon worn by the sailors indicated that they were service men of G 7 F. (Bulgarski Tserno Morski Flot) i.e., Bulgarian Sea Navy. [redacted]

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[redacted] servicemen detailed here are under disciplinary punishment.

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5. Six to eight soldiers of the Army Border Patrol were observed in Primorsko. [redacted] 25X1
6. Customarily, identity check is conducted by men of the Army Border Patrol in the proximity of KRA-AGATS Bridge.
7. Sentry post staffed by four to six men of army Border Patrol. Furthermore ten sailors of G. 7 F. under disciplinary punishment, were observed. Premises for undisciplined sailors is off limits [redacted] 25X1
8. [redacted] shore located between Primorsko and Mitsurin. is rather NOT considered as restricted [redacted] 25X1
[redacted] As to the shore located between Kolokithes and Primorsko, no military installations or other restrictive measures were noted other than those quoted above. [redacted] 25X1
[redacted] the Russians have "laid waste" to a hill top in Mitsurin Area known as Papiata. [redacted] 25X1
[redacted]

Part IV1. SOZOPOL HARBORS

Relative is #6 Drawing. Sozopolis Harbor was created joining (by road) Sozopolis with island located opposite it [redacted] as Saint Petros. Herewith is definition of symbols contained in #6 Drawing. [redacted] 25X1

1. Quay built prior to the war with cube stones. Length is estimated to be approximately 100 meters. Water depth is three meters at A point and gradually becomes shallow (0,50 meters) at point B. No mechanical equipment (i.e., derricks, warehouses etc) exists on the quay. Fishing boats anchor along half of the length of the quay at the section where the water is shallow.
2. Quay 150 meters long built of cube stones used by fishing craft. Water depth is approximately 3,5 meters. No derricks, warehouses or other harbor facilities exist here.
3. Water main outlet (the only available in harbor area) of 2,5 meters diameter at the pier end.
4. Quay approximately 20 meters long, built of cube stones. Likewise, it is not facilitated by derricks, warehouses or other technical equipment. Small passenger ship "Sozopol" commuting between Sizepoli and Burgas docks here daily. Water depth is approximately 3,5 meters.
5. Quay approximately 90 meters long. Section (a) approximately ten meters in length, is built of cube stones. Water depth at this section is two to 2½ meters. Usually fishing craft moor here. Section (b) is approximately 80 meters long. The

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quay here is of stone and cement, built in stair design thereby facilitating mooring of small fishing craft and row boats.

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6. Quay (in stair design) approximately twenty meters long built of cement and stone. Water here is shallow. It is an anchorage point for row boats and minor fishing craft.
7. Surface is visible during low tide.
8. Quay (in stair design) approximately 100 meters long. Owing to shallow waters only minor fishing craft and row boats moor here.
9. Shore (undeveloped).
10. Break wall - road which joins Saint Petros Island with Sozopolis (mainland). It is over 150 meters long and approximately three meters wide. It is possible to be traversed by motor vehicle. The foundation is built with cube stones and above section with cement and stone. Stone parapet is on the N.E. edge of the road facing the sea for protection of the pedestrians from sea storms. Road surface is one meter above the sea level. Large rocks have been dumped in the sea at the side of the road which reach half way the parapet to strengthen the breakwall-road. Likewise large rocks are dumped on the interior side of the road (N.W.).
11. Sentry post to stop civilians from reaching the island. Pertinent details are not available.
12. Large military building. [redacted] two or three sailors were observed proceeding in the direction of the island from Sozopoli. Likewise two groups, each consisting of thirty men were observed at the time [redacted] engaged in exercise on the premises at 6:00 a.m. wearing khaki trousers and white athletic flannel. [redacted] a navy truck was noted proceeding in the direction of the island. The shore of the island facing the sea is restricted area, no craft being permitted to approach within a radius of 200 meters.
13. Quay on the island built [redacted] of cube stones. It is 120 meters long and water depth approximately from 1,8 meters to 2,6 meters. More than four (Destres ?) were observed on the quay. No warehouses, hydrant or technical facilities exist here. It is used for mooring by fishing boats whose crews are not allowed to go by land to Sozopoli but are obliged to row there. The same quay is used by minor navy craft whenever they sail in Sozopolis. No navy ship is permanently docked in Sozopoli.
14. Quay approximately 25 meters long, built of cube stones is used by fishing craft.
15. Protecting breakwall approximately 25 meters long, built of stone. It is approximately 3,5 meters above the water, 1,20 meters at the base and 0,80 at the top. The water here is shallow (approximately 0,75 meters).
16. Pile of rocks extending 300 meters long which are to be used for expansion of #15 breakwall.

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17. Small opening two meters wide and 1,5 meters deep to facilitate small row boats.
18. Red beacon manned by lighthouse keeper.
19. Army sentry post staffed by four men for checking of fishing licenses.
20. Casino.
21. Pulleys are located here for hoisting of fishing craft of ten to twelve ton capacity. Small row boats are constructed here also. No shipyards are located in Sozopolis, not even for minor craft. Sozopolis is the center of approximately 25 fishing craft (mechanically propelled). Their number is invariably increased to 100 during the fishing season, fishing craft congregating from other parts. Even Rumanian fishermen come here.

II. ^{Michorin}
MITSURIN HARBOR

Information refers to period Relative is #7 Drawing.

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1. Automatic white beacon (functions with bottles?).
2. Stone-cement quay approximately 60 meters long used by fishing craft. Height of quay is approximately 1,5 meters above the sea level. Water depth 3,5 to four meters. When traffic is heavy, the craft are moored astern. The site is vulnerable to south winds.
3. Water fountain for supply of fishing craft being the only available in harbor area.
4. Stone-cement quay 60 to 70 meters long and approximately 1½ meters high. Water depth is 3,5 to 4 meters. Fishing craft and iron barges (which come here for logs) dock at the aforementioned quay. auto (four or six tire wheels) derrick was seen in the harbor.
- 5-6. Two one-story tile roof structures (approximate dimensions 50 x 15 meters) utilized as harbor warehouses. Oil seed, barley, beans, salt packed in bags are store here.
7. Army Border Patrol post staffed by three or four men charged with checking fishing licenses.
8. Tile roof shed (approximate dimensions 50 x 15 meters). Usually utilized as storehouse for cement, fishing paraphernalia, (i.e., nets, masts, oars etc.) for the facilitation of local fishermen.
9. Army Border Patrol observation tower is located on height 300 meters from the sea. The guard house for undisciplined sailors is located here also.
10. Undeveloped shore.
11. Inclined cement floor approximately six to eight meters long and 3,½ meters wide, used for dry docking craft (up to 80 tons), process being facilitated with rolling pins. It is also launching site for locally built craft.

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12. One-story building (approximate dimensions 50 x 30 meters) built of baked adobe bricks with large rolling doors (on the south side) is used for ship building. Craft under construction may be seen protruding through the doors inasmuch as the keel is laid transversely. Not more than one craft at a time can be built. Small row boats are built on the surrounding premises, primarily fishing craft and small boats for private use. Electric saw band was noted in the building. Twenty technicians are engaged in this work. The foreman of the shipyards is one SERGEI (first name) [redacted] Diesel powered "Goreani", approximately 180 ton wood craft was built here at the Mitsurin shipyards. It is a narrow craft, approximately 30 meters long with one hold and two hatchet doors, one of normal size and the other located at the bow. Until recently the craft was in the service of the navy in Varna. It was rumored that it would be ceded to D.O.S.O. 25X1

III. BURGAS HARBOR

Relative is #8 Drawing. A - Western Area

1. Wooden grate belonging to the navy. Small navy craft (i.e., coast launches etc.) are dry docked here. It is not for IST's.
2. Workshop for repairs of navy craft. Mostly civilians work here (40 to 50) consisting of ship carpenters, fitters, welders, painters, milling machinists etc. Foundry and lathe machines are available. 25X1
3. Site here not more than two craft are dry docked.
4. Naval base structure known in Bulgarian as BAZA. Commandant is one KOUATSAKOF, [redacted] Base personnel is estimated to be 400 to 500 men.
5. One-story structure used as dining room for the sailors.
6. Antiquated wharf (for fishing boats) not in use. However the premises come under the jurisdiction of the navy.
7. Naval base kitchens. Also sentry post guarding only gate to the base is located here.
8. Only gate permitting entrance to the Navy Base.
9. Exterior barb wire fence, segregating the naval base from the western quay.
10. Refrigeration storage plant for meat, tin food etc., known in Bulgaria as GOULEMI BULGARSKI HLIANTANTITSI (i.e, Bulgarian Major Storage Refrigeration). Ice is also produced here.
11. Tin food (fish, stewed fruit) is produced here. Plant known as SLAVIANKA was built in 1941-42. Approximately 20 people (of which ten are women) are steadily engaged. In the summer season, more women are hired.
12. Anchorage site for fishing craft. Burgas Harbor is the center of approximately ten

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mechanical fishing craft.

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13. Small shipyard known as KORAMBOSTROUITELNA KOROMBORE MOTNA BAZA.

[redacted] the personnel there works on an eight hour shift. The shipyard is small. Navy IST's are rarely repaired here. It is therefore apparent that they are customarily repaired in Varna. Fishing craft, small coastal ships, freighters and B.M.F. passenger ships (i.e., BULGARSKI MORSKI FLOT) of Varna Dist., undergo repairs at the aforementioned shipyard. The largest craft that was ever dry docked at the aforementioned area is the coastal freighter SEPTEMVRI. Herewith is definition of symbols indicated in pertinent drawing.

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- a. Largest one-story structure covered by sheet metal, triangular roof is located here. Possibly, electric winch for the grate may be quartered here. [redacted] it appears to be a warehouse [redacted]
- b. One-story stone structures covered by sheetmetal triangular roofs, are occupied by offices and workshops. [redacted] workshops are equipped with lathe machines.
- c. Entrance to the shipyard guarded by civilian of the aforementioned shipyard personnel.
- d. Shipyard grate slanting towards the sea, constructed of cement was built in 1947 or 1948. Wooden ties are transversely fasten to iron beams that rest on the cement floor along its entire length. The wooden ties are greased to facilitate sliding momentum of the wooden grate. The length of the cement floor not covered by the sea water is approximately 20 meters.
- e. Cement foundation for new grate which is not complete yet. Construction on grate began in 1950 but relative work has since been suspended. Primarily, small row boats are built at the foregoing shipyard for DOSO and other craft covering Bulgarian requirements. Largest craft ever built here are eight meters long. Mostly repairs are made including replacement of sheet metal parts. [redacted] seven crafts were dry docked in the past few years at the aforementioned shipyards of which two or three were large fishing boats, one or two iron barges (Salan Type of 200 ton capacity) and one coastal freighter motorship. [redacted]

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14. Two-story building known by Bulgarians as SLAVIANKA. Fresh fish brought in by fishermen are decapitated and washed here before they are processed for tin packing at the plant (#11). Meat is likewise prepared here prior to tin packing.
15. Two-story structure occupied by D.O.S.O. The administration offices and material storeroom of D.O.S.O. of Burgas are located in the above floor. D.O.S.O. shipbuilding carpenter shop is on the ground floor. The latter shop contributes to construction of row boats being built in adjacent shipyard premises for all D.O.S.O. yachting clubs in Bulgaria.

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16. Embankment road on the western breakwall.
17. Log mill. Comes under the jurisdiction of D.O.S.O. facilitating adjacent ship-yards.
18. Anchorage site for local D.O.S.O. yachting club craft consisting of approximately 40 rowboats and three motor launches, each launch being approximately three meters long, equipped with auxiliary mast. 25X1
19. [] large rocks were dumped into the sea 200-250 meters west of point 18 (i.e., at the far end of the western breakwall), thereby creating a cape approximately 20 to 25 meters long. Subsequently, work discontinued. [] foregoing project was intended to expand the western breakwall to point 19, filling the in between sea gap with rocks. 25X1
20. New quay - liberally estimated to be 300 meters long. [] adjacent sea area would be dredged to facilitate docking of large ships. 25X1
21. Site where small coastal freighters discharge their load, (primarily lumber) and rock usually hauled by the Salan (barges).
22. Two iron fuel storage tanks, containing (Naftha) for the supply of fishing craft, coastal freighters and passenger ships. One is rectangular (approximately 2,5 meters x 2,5 x 2,5) and the other circular of the same capacity.
23. [] it may possibly be the expansion of near quay (i.e., #20). 25X1
24. Anchorage site for small fishing craft numbering approximately 70.
25. Railroad serving the foregoing fuel storage tanks (#22) and lumber trade.
26. Four Czechoslovakian derricks (Skoda Model) on northern quay. Two of them are of five ton (hoisting capacity) and the other two are of three ton.
27. Two derricks [] are located on N.E. quay. Hoisting capacity of each is 15 tons. 25X1

B - HARBOR FLOATING CRAFT

Burgas Harbor is equipped with the following auxiliary floating craft:

- a. "Dombroutsa" - dredger
"Levski" - tug boat
Two iron barges (type Klape)
The foregoing craft belong to Varna Harbor but arrived on an emergency mission in Burgas to participate in construction of harbor projects there.

"Levski" tug boat is an iron steam propelled craft (uses coal) approximately ten meters long.

- b. Four or five iron barges (with deck w/o hold) known in Bulgaria as Salan Type. [] 25X1

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Their approximate capacity is 200 tons, carrying 180-240 ton wheat cargo packed in bags. No wooden barges are available in Burgas Harbor.

- c. Tug Boats: There are two, one of which is wooden. 12 to 15 meters long used also as a pilot craft.

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The other tug boat (which is rather a wooden craft and smaller than the aforementioned) is named "Emine". Both vessels however are powered by diesel motors and are used in towing iron barges (Salan Type). Owing to their small H.P. capacity, they are used in auxiliary capacity in ship towing operations.

- d. Floating Derrick: There is one (approximately 40 ton capacity) which was towed from Varna to Burgas in 1956.

- e. Sea Diving Device: There is one used by two divers recently engaged in adjusting cube blocks in harbor projects.

C - Harbor Mechanical Equipment

Harbor mechanical equipment is supervised by MIHAMIZATSIA NA PRESANITSE OUPRELEVIE ZA BURGAS (i.e., Burgas Harbor Engineer Agency).

Approximate personnel operating harbor mechanical equipment is 100 including ten to fifteen women. The following mechanical facilities are available in Burgas Harbor in addition to the six electrical cranes (operating on rails) quoted in previous chapter:

- a. More than six Russian ZIS cranes of one to $1\frac{1}{2}$ ton capacity (operated on vehicles).
- b. [REDACTED]
- c. One Russian tractor crane.
- d. One tractor mechanical excavator called in Bulgarian as ESKEVATOR.
- e. Five or six Russian ZIS mobile hoisting devices utilized in loading and unloading cargo from auto cars (capacity one to $1\frac{1}{2}$ ton). They are fueled with raw kerosene.
- f. More than ten small vehicles engaged in hauling heavy objects within the harbor area. In Bulgarian they are known as AFTOKARI.
- g. Ten Russian ZIS, three ton trucks.
- h. Twenty Russian and Czechoslovakian (SKODA) trailers of 2, $2\frac{1}{2}$ and 3 ton capacity.

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D - Harbor Longshoremen - Work Output.

In all, there are 400 longshoremen working steady in Burgas Harbor, deployed in 40 group, comprised of ten men each. Customarily the head man in each

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group is a Communist. Periodically, when traffic is heavy, casual laborers are hired (including women). Maximum casual personnel [redacted] was 200. Twice or thrice monthly, the longshoremen are called to meetings at which they are lectured not to steal, or quarrel, or receive tips from crews of foreign ships, damage merchandise etc. Furthermore the Army Border Patrol does not permit to longshoremen to speak with foreign crews. The rule is not usually observed due to the nature of the work. [redacted]

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[redacted] As stated above, ten to fifteen women are engaged in same type of work.

Herewith is data pertaining to the work output of the longshoremen in Burgas. One group may unload from bottom hold of ship - equipped with winch - 160 tons of iron rods (for cement construction) on eight hour shift. The output is boosted to 200 tons should the cargo be stacked near the hatches. Output of one group engaged in loading bags of cement facilitated by harbor electric cranes varies from 160 to 240 tons on an eight hour shift. Eighty to 120 tons of cotton bales can be discharged from the ship on an eight hour shift.

E - War Ships in the Harbor.

The Bulgarian Minesweeper [redacted] is an iron, diesel powered craft equipped at the bow with a 60 mm minor gun, the muzzle of which is approximately one meter. The major part of the foregoing craft comes under the command of the Naval Base Pyrgos. There are two machine guns (20 mm) placed parallel at the stern. Their length being estimated at 0,80 meters.

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The aforementioned minesweeper is moored most of the time in Burgas. Usually it visits Pomori (where it stayed a week), Sozopolis, Mesevria and Varna. Many a time the minesweeper [redacted] stays out in the open sea to accustom the crew to sea conditions. Four LST's moored most of the time in Burgas are diesel powered equipped with one rudder and two propellers. [redacted]

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[redacted] 50-60 army servicemen embarking on an LST. This was reported two or three times each summer, the LST returning on the same day. [redacted] four or five army four-wheel horse drawn carts were observed on LST in Burgas Harbor and six or seven more such carts on the quay waiting to be loaded. Six small diesel powered wooden coast launches (approximately 12 to 15 meters long and three meters wide) are usually seen most of the time in Burgas.

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F - General

- a. For years no men of the Russian Navy have been seen in Burgas.
- b. Longshoremen are not indexed in categories whereby they would be detailed to work specifically on a certain ship according to its nationality. Leastwise this was not noted. However they are under surveillance when working on a foreign ship by the head man of the group who as stated above, is a trusted Communist cadre.
- c. It was noted that Bulgarians are under surveillance by the DAZERNA SIGOUROS(i.e., State Security) when involved in black marketeering activities in conjuncture with crews of foreign ships.

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Part V**ATTACHMENT**25X1
25X11. Bulgarian Coastal Ships - Data is available on the following ships:

- a. "SEPTEMVRI" - Approximately 240 to 280 ton (one hold) wooden freighter, approximately 20 to 25 meters long, that comes under B.M.F. (i.e., Bulgarian Sea Maritime Fleet). It is not equipped with winch. Therefore it does not unload in harbors where no crane facilities are available.
- b. "LULIN" - Comes under B.M.F. in Burgas. It is antiquated 120 to 140 ton wooden, diesel powered freighter approximately 15 meters long with one hold and two hatches of which one is small. The stern is perpendicular whereas the bow is similar to our fishing boat type TREHANTERS.
- c. "STRANTJA" - Comes under B.M.F. in Varna. It is a 200 to 250 ton iron, diesel powered craft with one hold with two hatches, of which one is of regular size and the other very small.
- d. "MUZULA" - Comes under B.M.F. in Varna. Approximately 120 to 140 ton, wooden freighter, 15 meters long. Both stern and bow are identical.
- e. "BRATSICHOVO" - Burgas B.M.F. craft. Approximately 120 ton antiquated wooden, diesel powered craft, 16 meters long with one hold.
- f. "PRIMORETS" - Burgas B.M.F. craft. Approximately 80 ton, wooden freighter 12 to 15 meters long.
- g. "TSEARNOMORETS" - Burgas B.M.F. craft. Approximately 80 ton wooden, diesel powered freighter 12 to 15 meters long.
- h. "CHEINOVO" - Burgas B.M.F. craft. 120 ton, wooden freighter, approximately 15 to 16 meters long.
- i. "RILA" - Varna B.M.F. craft. Approximately 200 ton, iron motorship freighter with one hold and hatch. It is somewhat shorter than the known M/S "DOBRUDTA".
- j. "ALEXANDRI STANKOV" - A 16 ton antiquated wooden freighter, 8 meters long, equipped with 40 H.P. engine - speed 5.5 miles. It is privately owned, utilized as fishing boat in Burgas.
- k. "DELFIN" - An 18 to 20 ton wooden freighter equipped with 60 H.P. engine, speed 6 to 7 miles. It is privately owned and used as a fishing boat in Burgas.

- 1.(b) Passenger Coastal Ships - Following five small passenger coastal ships are identical in design: SOZOPOL, ZETSKA, KARAFTILOVA, MITSURIN, NESSEMBAR. They are based in Burgas operating in Southern Bulgarian Lines. The foregoing crafts are iron, diesel powered, approximately 20 meters long, equipped with one rudder, speed 8 miles. They are designed with one hold and have no wireless. They may

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carry as many as 80 passengers.

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II. Navy Service Period

Four years is the prescribed length of service in the Navy. In the past one or two years, it was minimized to three years. Training period in Varna of an individual who subsequently served in the navy was six months. Though cigarettes are not rationed to sailors, they are adequately fed.

III. Coast Artillery

Coast artillery in Bulgarian is known as "MORSKA BREGOVA ARTILERIA". Apparently it comes under the navy inasmuch as the men in the foregoing service wear navy uniform, the same as the sailors of the Bulgarian War Navy (BULGARSKI TSERNOMORSKI FLOT), only the inscription on the cap ribbon differs.

IV. Mine Belts

There is no mine belt between Pomori and Michurin.

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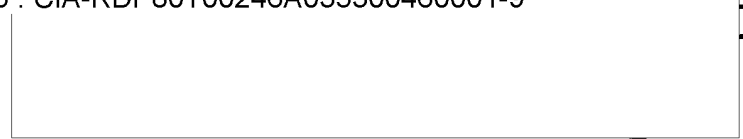
Michurin

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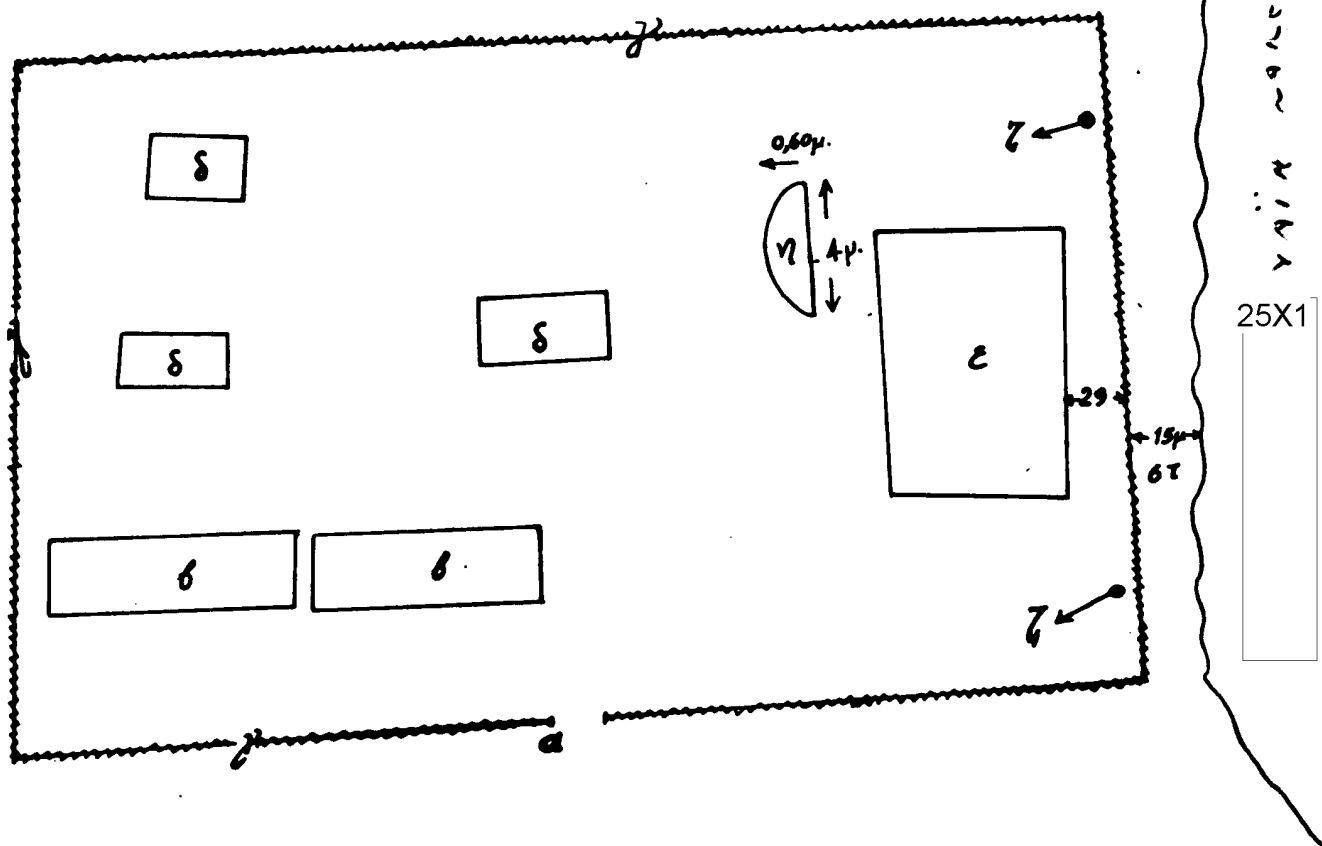
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Бухары - Заневантара Родная Армия

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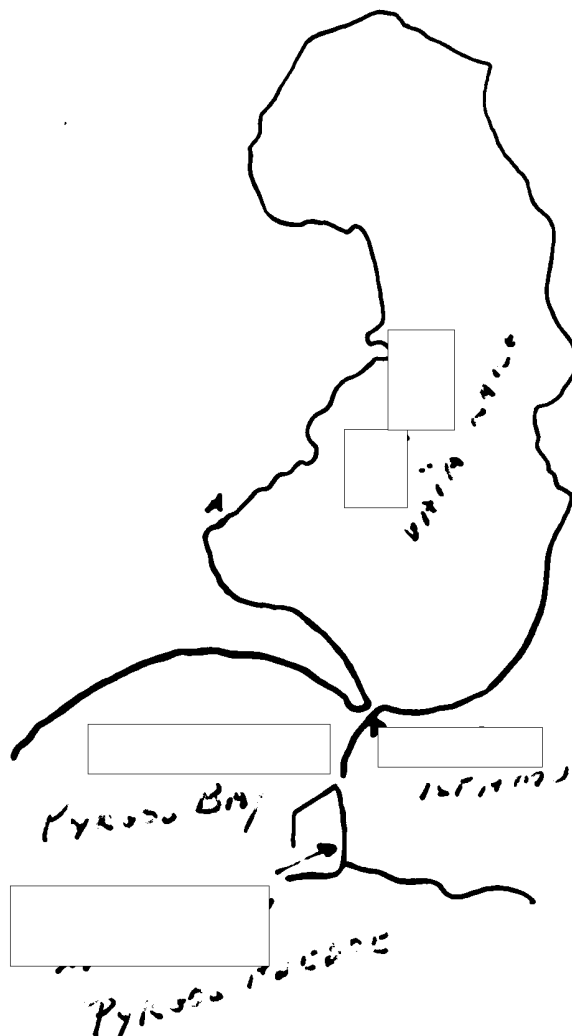
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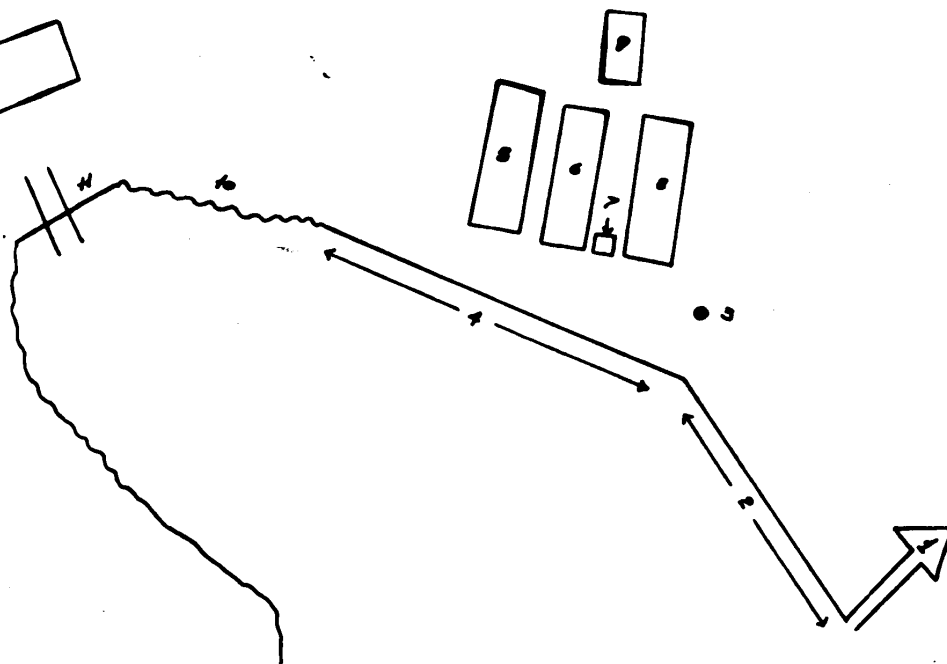


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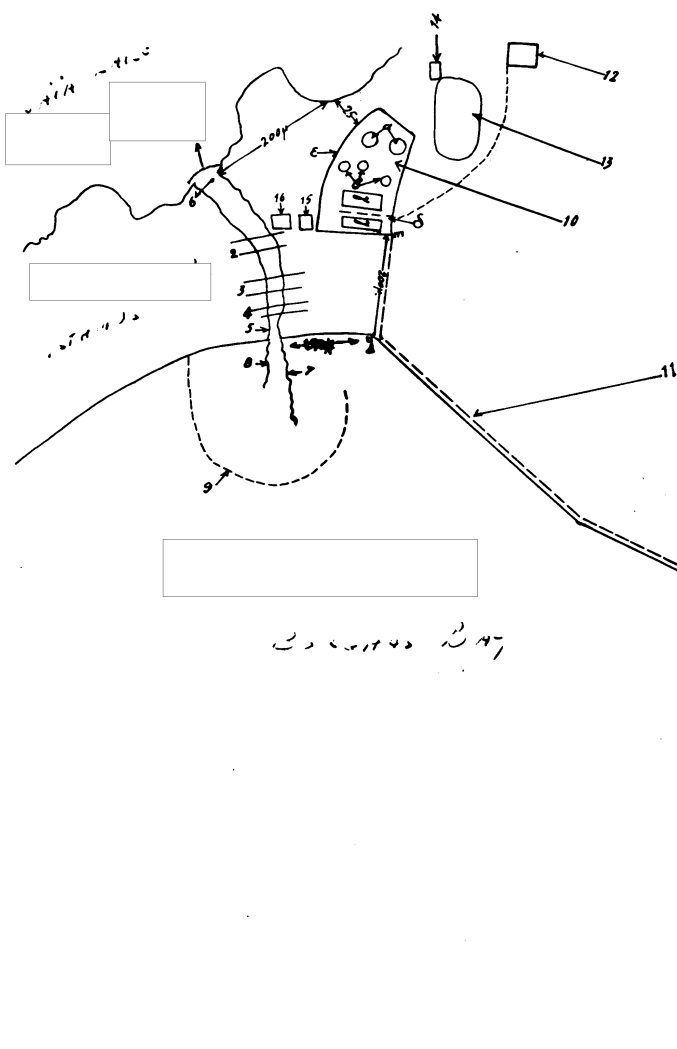


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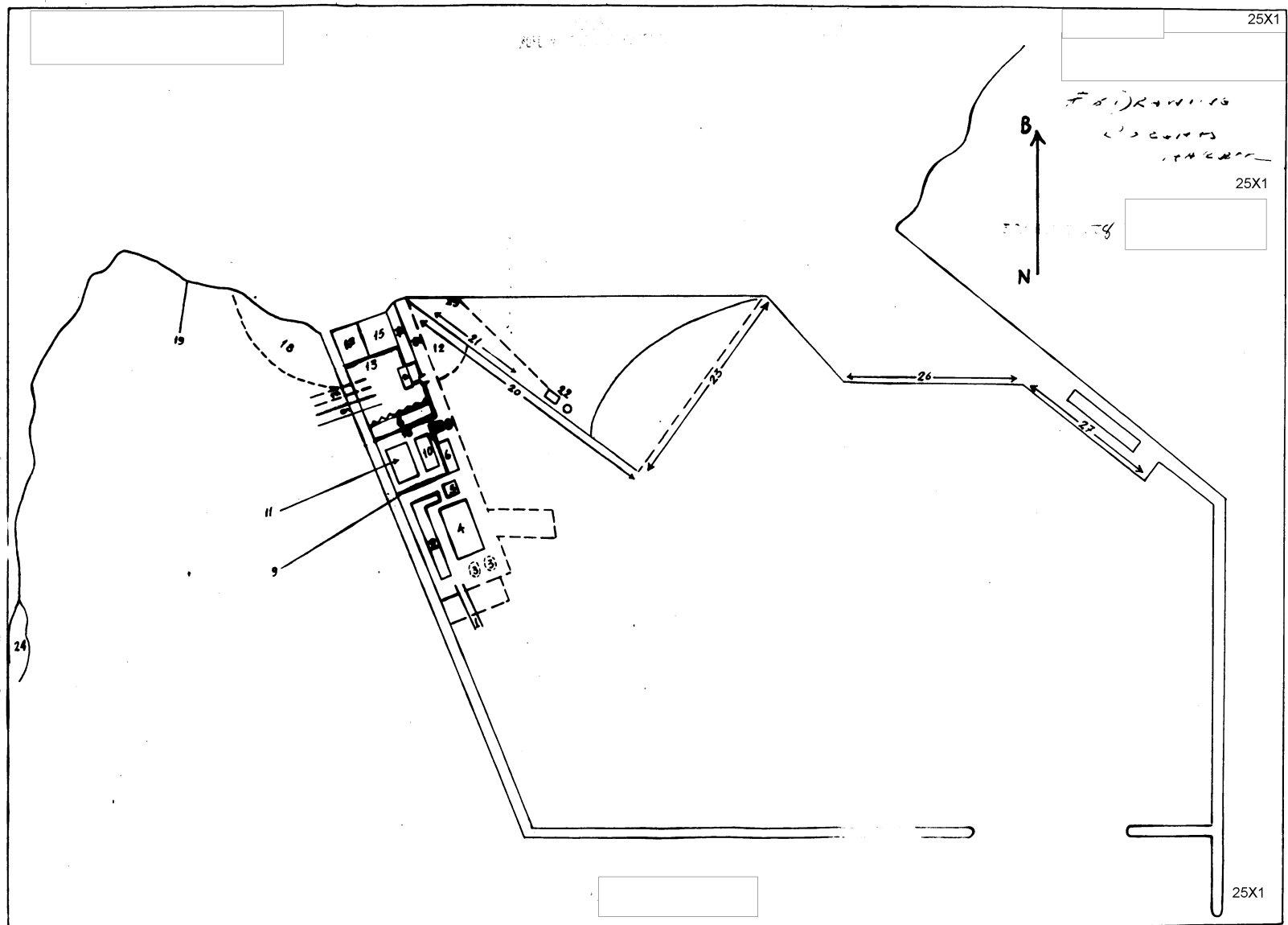
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